



# Illinois Department of Transportation

FY 2006-2011

## Proposed Highway Improvement Program

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**HIGHWAY PROGRAM SUMMARY  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT 1, SCHAUMBURG**

**Overview**

Highway District 1 encompasses six counties in northeastern Illinois and includes the city of Chicago, suburban Cook County, and the five collar counties of DuPage, Kane, Lake, McHenry and Will. The state highway system in District 1 consists of 3,049 miles of highways and 1,754 bridges, supporting more than 101.2 million miles of travel daily.

**State Program**

The program for state and local highways will average \$1.525 billion annually for the FY 2006-2011 period. Approximately \$2,404 million will be provided during FY 2006-2011 for improvements to state highways in District 1. The following table summarizes anticipated accomplishments on the state highway system in District 1 during this time frame.

**FY 2006-2011 Accomplishments**

<u>System Maintenance</u>	
Interstate (miles)	45
Non-Interstate (miles)	617
Safety Locations (number)	51
<u>Bridge Maintenance</u>	
Interstate (number)	59
Non-Interstate (number)	166
New Bridges (number)	
	3
<u>Congestion Mitigation</u>	
Roads (miles)	80
Traffic Improvements (number)	52
<u>System Expansion</u>	
Roads (miles)	4
Locations (number)	1

Major projects of interest that are tentatively scheduled during the FY 2006-2011 time frame include:

- **Interstate 55 at Arsenal Road in Will County.** Interchange reconstruction, bridge replacement, land acquisition, lighting and engineering are programmed during FY 2007-2011 at a cost of \$33.3 million. This work is being done in conjunction with the development of the Joliet Arsenal facility which, when completed, will be the largest inter-modal facility in the nation.
- **Interstate 80 from Interstate 94 (Bishop Ford Expressway) to the Indiana State line.** Construction of additional lanes for 3 miles, reconstruction, bridge replacement, interchange reconstruction and engineering are programmed during FY 2006-2011 at a cost of \$168.9 million. Of this total, \$157.7 million is included in FY 2006 for engineering for contract plans, land acquisition, construction engineering, bridge replacement, retaining walls, interchange reconstruction, additional lanes and reconstruction. Included in the FY 2006 funding is \$11.5 million of High Priority Bridge Repair program funding.

- **Interstate 94/90 (Dan Ryan Expressway) from 31<sup>st</sup> Street to south of the Interstate 57 Interchange.** Reconstruction on 8.5 miles of the existing local and express lanes, bridge repairs, additional ramps and engineering are programmed during FY 2006-2011 at a cost of \$471.2 million. Of this total, \$213.7 million is programmed in FY 2006 for engineering, bridge replacement and repairs, retaining walls and reconstruction. Included in the total funding is \$45.5 million in High Priority Bridge Repair program funds. Of this total, \$24.8 million is programmed in FY 2006.
- **US 6 (159<sup>th</sup> Street) from Interstate 294 to Illinois 1 (Halsted Street).** Reconstruction on 2.3 miles, bridge replacement, intersection improvement, land acquisition, engineering for contract plans, construction engineering, utility adjustment and lighting are programmed during FY 2006-2011 at an estimated cost of \$54.3 million. Of this total, \$265,000 is included in FY 2006 for land acquisition and engineering for contract plans. TEA-21 provided \$1.3 million in High Priority Project funds for this project.
- **US 14 (Virginia Street) from West Lake Shore Drive to Crystal Lake Avenue and at Ridgefield Road (south junction).** Additional lanes for 4.9 miles, land acquisition, engineering for contract plans and construction engineering are programmed during FY 2006-2011 at an estimated cost of \$45 million.
- **US 20 (Lake Street) from east of Rohlwing Road to west of Addison Road.** Reconstruction on 2.6 miles, new culvert, land acquisition, signal timing, lighting and sidewalks are programmed during FY 2006 at an estimated cost of \$18.5 million.
- **US 30 (Lincoln Highway) from Stateville Road/Essington Road to west of Larkin Avenue.** Additional lanes for 2.6 miles, reconstruction, bi-directional left-turn lane, resurfacing, land acquisition and lighting are programmed during FY 2006 at an estimated cost of \$10.3 million.
- **Illinois 21 (Milwaukee Ave) from Willow Rd to north of Sanders Rd.** Reconstruction, bridge replacement, intersection reconstruction, traffic signal installation and modernization, land acquisition, engineering for right-of-way and tree removal are programmed during FY 2006-2011 at an estimated cost of \$13.5 million.
- **Illinois 21 (Milwaukee Ave) from north of Sanders Rd to south of Euclid Ave.** Reconstruction, intersection improvement, traffic signal modernization, signal timing/progression, land acquisition and engineering for right-of-way are programmed during FY 2006-2011 at an estimated cost of \$5.9 million.
- **Illinois 22 (Lake Zurich Road) from east of Beusching Road to Quentin Road.** Additional lanes for 1.3 miles and land acquisition are programmed during FY 2006 at an estimated cost of \$12.8 million.
- **Illinois 22 (Lake Zurich Road) from Quentin Road to west of Illinois 83 (Mundelein Road).** Additional lanes for 3.5 miles, land acquisition, engineering for right-of-way, engineering for design, location and environmental studies and contract plans are programmed during FY 2006-2011 at an estimated cost of \$36.3 million. Of this total, \$150,000 is included in FY 2006 for engineering for design, location and environmental studies.
- **Illinois 22 (Half Day Road) from east of Illinois 83 (Mundelein Road) to west of US 45/Illinois 21 (Milwaukee Avenue).** Additional lanes for 3 miles, bridge replacement, railroad crossing improvement, intersection reconstruction, traffic signal modernization, land acquisition and construction engineering are programmed during FY 2006-2011 at an estimated cost of \$27.3 million. Of this total, \$22 million is included in FY 2006 for additional lanes, railroad crossing improvement, bridge replacement, traffic signal modernization, land acquisition and construction engineering.

- **Illinois 22 (Half Day Road) from east of Interstate 94 (Tri-State Tollway) to west of US 41 (Skokie Highway).** Additional lanes for 2.9 miles, land acquisition and construction engineering are programmed during FY 2006-2011 at an estimated cost of \$19.3 million.
- **Illinois 43 (Harlem Avenue) over US 12/20 (95<sup>th</sup> Street) 0.6 mile north of Interstate 294.** Bridge rehabilitation, bridge widening, interchange reconstruction, pump station, engineering for contract plans and lighting are programmed during FY 2006-2011 at an estimated cost of \$11.4 million.
- **Illinois 53 from Elgin O'Hare Expressway to Army Trail Road.** Reconstruction on nearly 4 miles, bridge replacement and land acquisition are programmed during FY 2006-2011 at an estimated cost of \$33.5 million.
- **Illinois 53 from Illinois 64 (North Avenue) to St. Charles Road.** Reconstruction on 1.1 miles, bridge rehabilitation, land acquisition and engineering for design, location and environmental studies are programmed during FY 2006-2011 at an estimated cost of \$13 million.
- **Illinois 56 (Butterfield Road) from Illinois 59 (Joliet Road) to Naperville Road.** Additional lanes for 5.3 miles, bridge widening, bridge repair, land acquisition, engineering for design, location and environmental studies, engineering for contract plans and construction engineering are programmed during FY 2006-2011 at an estimated cost of \$65.3 million. Of this total, \$1,749,000 is included in FY 2006 for engineering for design, location and environmental studies and contract plans.
- **Illinois 56 (Butterfield Road) from west of Summit Road to Illinois 83 (Kingery Highway).** Additional lanes for nearly 1 mile, land acquisition, and lighting are programmed during FY 2006 at an estimated cost of \$7.5 million.
- **Illinois 59/US 30 (Division Street/Brook Forest Avenue) from Illinois 126 (Lockport Road) to US 52 (Jefferson Street).** Additional lanes for 6.3 miles, bridge replacement, retaining wall, and landscaping are programmed during FY 2006-2011 at an estimated cost of \$62.4 million.
- **Illinois 64 (North Avenue) from 7<sup>th</sup> Avenue to Dunham Road.** Reconstruction on 1.2 miles, widening and resurfacing, rail road crossing improvement, retaining wall, land acquisition and lighting are programmed during FY 2006-2011 at an estimated cost of \$8.7 million.
- **Illinois 64 (North Avenue) from Kautz Road to Illinois 59 (Ingallton Road).** Additional lanes for nearly 3 miles, bridge replacement, retaining wall, land acquisition, and lighting are programmed during FY 2006-2011 at an estimated cost of \$35.5 million.
- **Illinois 68 (Dundee Road) over C&W Railroad and US 14 (Northwest Highway).** Bridge replacement, interchange reconstruction, land acquisition and engineering for contract plans are programmed during FY 2006-2011 at an estimated cost of \$12.7 million. Of this total, \$800,000 is included in FY 2006 for land acquisition and engineering for contract plans.
- **Illinois 83 (Milwaukee Avenue) from Wisconsin State Line to Petite Lake Road.** Widening and resurfacing on 4.6 miles, bi-directional left turn-lane, modernization of traffic signals and signal timing are programmed during FY 2006-2011 at an estimated cost of \$11 million.
- **Illinois 83 (Barron Boulevard) at Illinois 120 (Belvidere Road) south to Illinois 137 and Atkinson Road.** Intersection reconstruction, engineering for design, location and environmental studies and contract plans are programmed during FY 2006-2011 at an estimated cost of \$6.5 million. Of this total, \$50,000 is included in FY 2006 for engineering for design, location and environmental studies.

- **Illinois 394/Illinois 1 at Illinois 1 and Goodenow Road and Plum Creek.** Intersection reconstruction, bridge removal/demolition, noise barriers and land acquisition are programmed during FY 2006-2011 at an estimated cost of \$6.1 million.
- **DesPlaines River Road from US 12 (Rand Road) to Devon Avenue.** Reconstruction for 3.8 miles, land acquisition and engineering for right-of-way are programmed during FY 2006-2011 at a cost of \$23.1 million.